

# **Kentucky Portion of the Louisville 1-Hour Ozone Nonattainment Area Request for Redesignation to Attainment**

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## **8.0 Regional Mobile Source Budgets for Transportation Conformity**

The transportation conformity regulation, 40 CFR part 93 subpart A *Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws*, requires that mobile source emissions submitted or approved to a state's SIP be used in determining conformity of transportation plans for that area. In the case of a request to redesignate an area to attainment, the projected mobile emissions budgets found in the maintenance plan which projects those emissions for at least the next ten-year period (2012 for the Louisville 1-hour ozone attainment area) become the mobile emissions budgets.

This regulation, however, allows the addition of a "safety margin" to this out-year projection. A "safety margin" is defined as the amount by which the total projected emissions from all sources of a given pollutant are less than the total emissions that would satisfy the applicable requirement for reasonable further progress, attainment, or maintenance. In the case of the Louisville 1-hour attainment area, this means that the total of the mobile source budgets, including any added safety margins, plus the projected point, area, and nonroad source emissions, shall not exceed the levels of actual emissions in the 1999 baseline emissions inventories. Future transportation conformity analyses then use these established mobile source budgets to determine whether transportation conformity is met.

The DAQ, APCD, IDEM, KIPDA, and the other agencies involved in the transportation conformity consultation process have agreed with continuing the approach of maintaining regional mobile source emissions budgets that had been used in the last attainment demonstration that was developed in 1999.

Table 8.1 shows a summary of the 1999 actual regional mobile source emissions for VOC and

NO<sub>x</sub>, the precursor emissions for ozone, the projected emissions for 2012, the out-year of the maintenance plans for both the Kentucky portion and the Indiana portion of the Louisville 1-hour ozone attainment area, the safety margin that is being added to the projected 2012 emissions, and the total regional mobile source emissions budgets.

**Table 8.1**  
**Louisville 1-Hour Ozone Attainment Area**  
**Regional VOC and NO<sub>x</sub> Mobile Source Budgets**  
**(tons per summer day)**

<b>State</b>	<b>County</b>	<b>1999 VOC Baseline</b>	<b>2012 VOC Budget</b>	<b>1999 NO<sub>x</sub> Baseline</b>	<b>2012 NO<sub>x</sub> Budget</b>
Kentucky portion of attainment area	Jefferson	38.12	24.43	69.15	39.17
	Bullitt	1.66	1.57	2.48	2.84
	Oldham	1.35	1.23	1.97	2.18
	<b>Total</b>	<b>41.13</b>	<b>27.23</b>	<b>73.60</b>	<b>44.19</b>
Indiana portion of attainment area	Clark	5.69	4.83	11.73	7.70
	Floyd	4.11	3.98	7.60	5.12
	<b>Total</b>	<b>9.80</b>	<b>8.81</b>	<b>19.33</b>	<b>12.82</b>
<b>Safety Margin</b>		<b>N/A</b>	<b>12.13</b>	<b>N/A</b>	<b>35.92</b>
<b>Region Total Baseline/Budget</b>		<b>50.93</b>	<b>48.17</b>	<b>92.93</b>	<b>92.93</b>